

NEWS MEDCO VIEWS

June 1963

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S.O.C. Beauty Wins Place

Arthur Schweibert in the plywood plant is justly proud of his daughter Gay Lynn, who won fourth place in the national contest for "Miss Photography of 1963." Gay Lynn is a student at Southern Oregon College. The contest is judged on beauty in photographs and charm and intelligence. Gay Lynn was a runnerup in last year's Miss Rogue Valley Contest and was Homecoming Queen last year.

Visitors from Afar

On May 20th we had two visitors from foreign lands, one was Nikki Yahya, a young lady from Malaya brought here by Peggy Riechers and the other was Jens Hasfeldt from Denmark brought by Jim Rowan.

These students are here through the American Field Service program whereby students come to America, live in private homes and attend school. Both Nikki and Jens attended Medford High School last year and will return to their respective homes this year.

NEW DEDUCTIONS

Oleta and Philip Stengel have a new boy born May 6th. He weighed in at 7 lbs. 4 oz. and has been named Charles. He has a brother 4 years old and a sister who is three years old. The four-year old's birthday is February 29th.

Little Dennis Plunk arrived at the home of Eugene and Jewel Plunk on May 23rd. We weren't able to learn his weight or other statistics.

Effective on May 5th, Roger and Dena Schroeder had their family increased by one . . . his name is Roger Dale, no further information.

NOTICE

We have been closely watching developments affecting unionized plywood operations in Oregon, Washington and California. Although no settlement seems to have been affected, and there are strikes, employers have offered increases for this year amounting to about 10½¢ per hour, effective June 1, 1963. Many non-union operations have increased wages from 7½¢ to 10¢ per hour.

We are, therefore, putting into effect to employees on the plywood plant payroll effective on June 1, 1963 a wage increase of 4.35%, converted to the nearest half cent. We have converted the 10½¢ per hour across the board increase to the equivalent percentage to maintain proper differentials between job brackets.

Bargaining employees are, of course, subject to negotiations under way at this time.

MEDFORD CORPORATION

Citation Award to Son

"Pappy" Grubbs is justly proud of an Air Force Citation and Commendation Award recently given his son, Captain Pike S. Grubbs. In part the award reads, "Captain Grubbs established all directives and procedures associated with assigned F-105 tactical aircrew weapons qualification training . . . the outstanding devotion to duty, loyalty, leadership and professional attitude displayed by Captain Grubbs reflects credit on himself and the United States Air Force."

Big Picnic Planned

A big picnic for all Medco employees and their families is being planned for the latter part of July. Complete arrangements have not been made nor is the date confirmed but we will have more information in the next issue. (Does that include newspaper editors?)

Schools Tour Plants

We are happy to be chosen by so many school groups for tours to help the children understand about the lumber and plywood manufacturing process. On May 15th, the Gold Hill school sent a bus load of children for a tour, on May 20th the Sam's Valley school had a group in for a tour and on May 28th the Applegate school had a group here for a tour.

A better understanding of our industry by outsiders would be of great benefit to all of us. Every business or industry depends on public sentiment for many things necessary for survival.

New Home Completed

Don Gren announced the completion of his new home at 1756 Jasmine Ave. The home was constructed by his father who also built a new home for Elmer Johnson. This should make a good team, Don making the lumber products and his father using them in construction.

The well-used phrase "Safety Pays" was quite in evidence May 11th when Medco awarded the machine shop, dry kiln and transportation departments for their outstanding safety records with a steak dinner. Safety in a large plant is very important and no amount of effort on the part of management is effective without the cooperation of the men. The efforts of the men are responsible for any safety records and are recognized by management.



TRANSPORTATION AND YARD

The transportation department includes several other jobs which really have little to do with material movement but Buzz Smith, superintendent, keeps things humming and seems to coordinate the activities very well.

This department includes the sawmill green chain and graders. These men were partially included in the feature on the sawmill recently but we will give you their names again. Graders are Harold Evans and Wade Tucker. Pulling the green chain are Robert Beatty, John LaTourette, LeRoy Jahnke, Herb Clevenger, Mel Rose, Harold Sloper, Dean Luehrs, Orville Rowden, Eugene Center and Claude Jones. These men work on a contract basis or "busheling".

Harry Comstock runs the trip which returns lumber to the sawmill for additional sawing or for other reasons. Ray Daniels spots loads for the monorail and counts loads completed. The monorail operator is Max Goble who wants to pilot the monorail in Seattle. Tallyman on the green chain is Jack LaTourette, and Walter Craig does any job where he is needed including grader, pulling chain, driver or where men are absent. George Watson is the head mechanic for the transportation shop and Kenneth Dole is second mechanic. Ralph Parker helps the mechanics and takes care of lubrication and other maintenance needs. These men do the mechanical work on all rolling stock of the company based in Medford.

Tony Pierce drives the carrier at the front of the planing mill and spots loads for the planers. Jake Walch drives the carrier from the green chain to yard and the dry kiln stackers. Cliff Godley drives the carrier which spots loads for the upper deck carloading. Wm. "Pappy" Grubbs drives the carrier from the dry chain to sheds and from sheds to planing mill and sometimes lumber for flat car loading. Weston Fowler drives the carrier from the planing mill to various destinations. Bob Ottoman drives carrier from yard to planing mill.

Don Smith spots bunks for the flat-car loading and Earle Jones runs the forklift which does the loading. The forklift doing the piling and unpling in the sheds and sometimes loading trucks is driven by Sam Oetinger while the forklift in the east yard which also loads trucks occasionally is operated by Fred Lofland.

Head shedman is Tom Urien who sorts, piles and handles the dry sheds D and A. Leonard Copinger drives the yard clean-up truck and operates the

small front end loader. Floyd Shroyer operates another cleanup truck which also hauls bunks. Duane Hodgson spots for the end lift in the rough sheds and also doubles as a forklift driver. Homer Pleyer drives the fuel truck hauling to schools all winter then helps on the cleanup truck through the off-season.

ROUGH TO FINISH

Dusty Hannen's dry kiln crew starts the operation with two stacker crews working near the green chain from the sawmill. On one crew, is Chuck Cornutt, Don Rist and Jack Moran. On the other crew is Vern Stephenson, Don Milhoan and Marion Huitt. These boys take turns feeding the stacker and no one man is doing the same job at all times, breaks up the monotony.

Frank Douglas operates the transfer on the green end of the kiln and assists Dusty as kiln operator while Larry Johnson operates the transfer on the dry end of the kiln which sends the lumber to the unstacker.

Bob Brown, Joe Slaby, Carroll Johnson and Ken Garrison handle the chain pulling of the dry lumber after it comes off the unstacker. These men alternate on running the stacker while the others pull on the chain. Grader on the unstacker chain is Ralph Merton and the operation of the kiln at night is taken by Bob Seitz.

Operating the Number 1 planer is Jerome Fellows feeding and Bill Stevenson as the set-up man. Les Wake-man is the trimmerman and pulling on the chain is William Fugere, Melvin Jenkins, Glen Lowe, Elmer Vague and Eddie Berteau.

Feeding the Number 4 planer is Charlie Neal and the set-up man is Lloyd Clark. On the trimmer is John Fellows with chainmen Vern Lay, Herschel Porter, Albert Hawley, Oliver Inge and Clyde Kindred pulling the lumber.

Set-up man for the molder is John Junker, the feeder is LeRoy Fellows, grader is Roy Lay and tie-up man is Chester Bowles. The resaw man is Norris O'Neill and pulling is Theodore Daily.

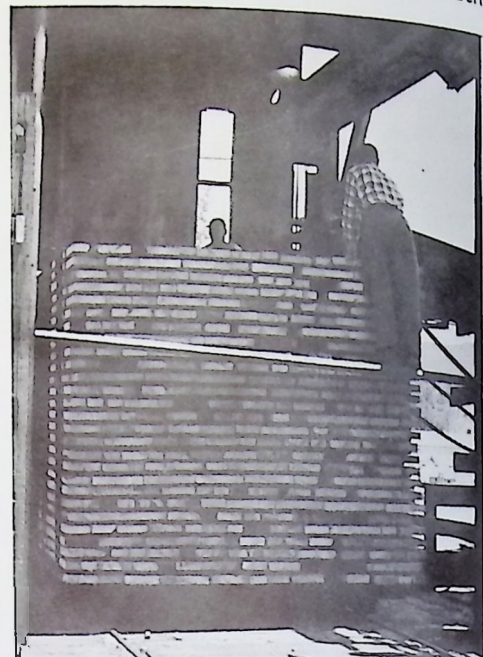
Lumber spotter for all machines is Paul Mitchell and the guy who keeps the saws and planer blades sharp is Tom Hutchins. Bill Rhymes, the planing mill foreman always has a news item about someone in his department indicating an interest in their welfare.

Shipping to All Points

Ed Andren and his boys in the shipping department load an average of 6 to 7 cars per day, varying of course according to the orders and availability of the material in specific orders.



In the foreground, Don Milhoan and Marion Huitt layout lumber on Stacker No. 2 while Vern Stephenson is the feeder.



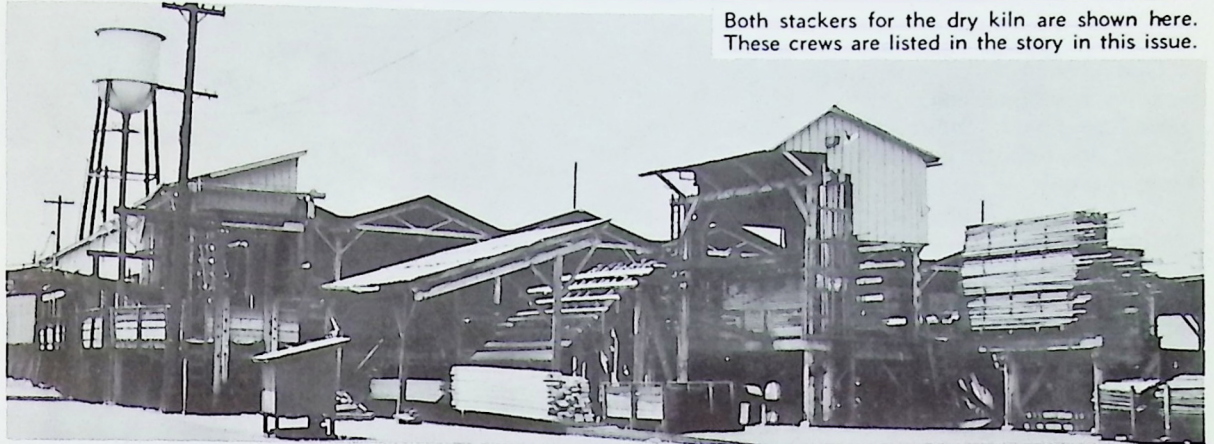
Don Milhoan and Marion Huitt layout lumber on Stacker No. 2 while Vern Stephenson is the feeder.

Each car will average from 35 to 40 thousand board feet of lumber. Trucks are taking an increasing amount of footage, partially because of rail car shortage at times and also because of their flexibility.

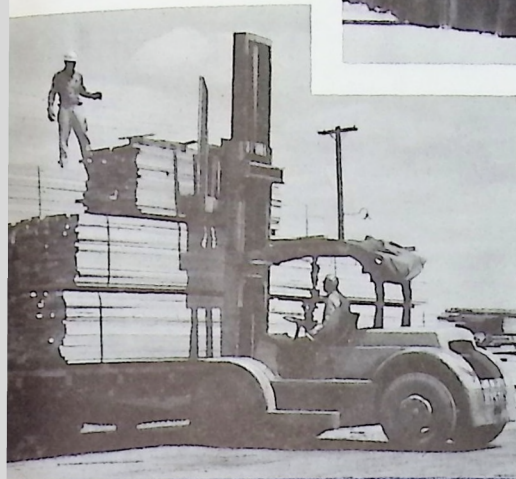
Ralph Burkhart is the dock foreman and the overhead crane is operated by Arthur Lindquist who sets the lumber up to the cars for loading on one end of the dock. Carloader teams working on the dock at the time the editor was there were; Walter Eilers and Olaf Thoren, Fred Bodestab and James Powell, Amos Cox and Don Hulien, Harry Finley and Cris Urien. The tallymen are Louie Gerrue, Lloyd Smith, Swen Sandberg and Fay Stiehl. Grading for planing mill machines are John Novak on machine No. 1, Johan Fahlen on No. 4, Wendell Frank on No. 1 and Nicholas Taranoff who works on various jobs as relief. Grade stamper is Wallace Nylander. Ralph Koger who has been loading cars was doing tally. Leonard Poutre prepares the freight cars before and after loading and Bob Hale works on the dock trim and Bob Hale works on cars. Spotting for the bridge crane is Robert Paris and Pat Malott handles the bills of lading, truck loading and other jobs.



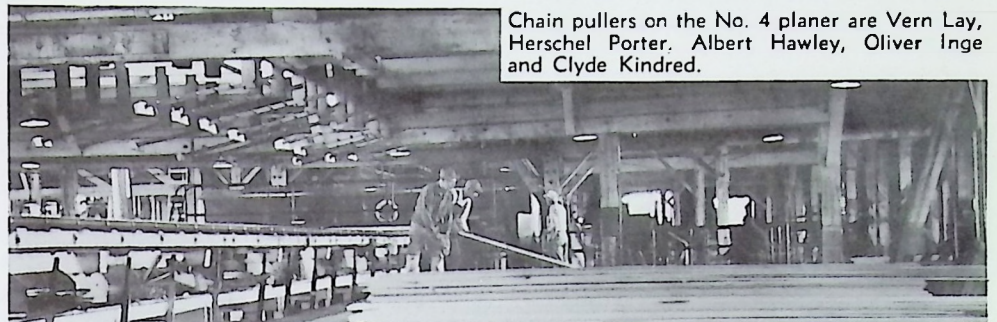
Wallace Nylander stamps this chain are William Fugere, Len Lowe, Elmer Vague and



Both stackers for the dry kiln are shown here. These crews are listed in the story in this issue.



Loading packaged lumber on a flatcar are fork-lift driver Earle Jones and spotter Don Smith. The steel strapping makes this type of railcar adaptable for some types of lumber.



Chain pullers on the No. 4 planer are Vern Lay, Herschel Porter, Albert Hawley, Oliver Inge and Clyde Kindred.



A long shot on the carloading dock looking south. Didn't get the mens names in the foreground. Can you identify them?



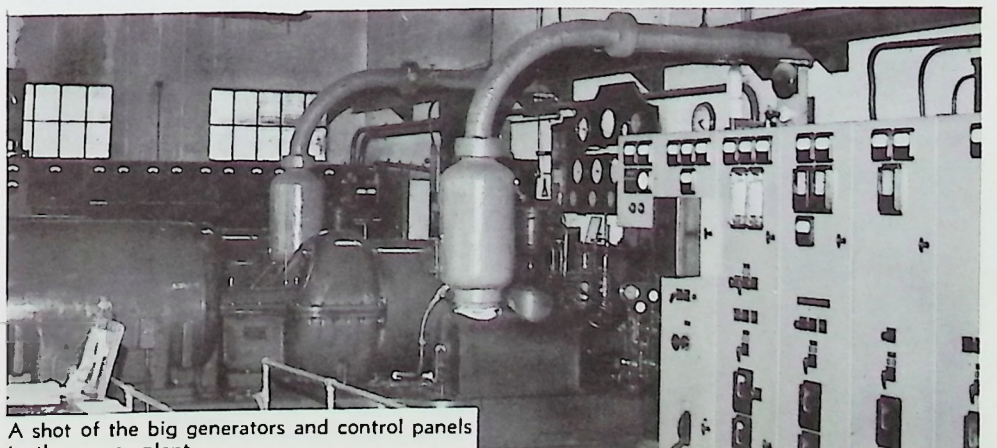
Charlie Neal is shown here feeding the No. 4 machine. Setup man on this machine is Lloyd Clark.



Jerome Fellows is shown feeding the No. 1 planer. This unit has Bill Stevenson as setup man and Les Wakeman runs the trimmer



Dry chain sorting is done by Ken Garrison, Bob Brown, Joe Slaby and Carroll Johnson is running the unstacker at time of this picture.



A shot of the big generators and control panels in the power plant.

One day when the Romans were warring with another country a handsome Roman soldier broke into a house to find two beautiful young maids and their nurse.

The girls fell to their knees and pleaded, "Do with us as you wilt, O Roman, but spare our faithful old nurse."

"Shut thy mouth," snapped the nurse, "war is war."

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STEAM AND POWER

One of the most important functions of the complete lumber or plywood operation is the converting of wood waste to steam and electricity for use in the manufacturing of our products. The power department handles this part of the business and supplies all the steam and almost all the power used in all departments. Hans Holt, power department supervisor and his men keep things humming around the clock on a 7-day week basis.

The operator is the man responsible for the shift he is working and the men on that shift. The day shift operator is Ray Fernlund, on swing is Floyd Yarnell and on the night shift is John Rector. The fireman's job is to watch the boilers, keep fuel feeding and maintain steam pressure. Day fireman is Leonard Ray, afternoons is handled by Clarence Swing and the night shift by Harold Breedlove. Running the Cat pushing fuel to the conveyors which in turn feed the boilers are fuelmen Homer Lamb on days, Harold Mendenhall on swing and Robert Staniforth who just started on nights.

Handling relief shifts on off-duty days for firemen and fuelmen are Orein Cotter, Duwayne Peterson and Laurence Ryerson. Parnell Pierce takes the operator shifts when the other operators have days off. Carl Anderson usually takes a relief shift on firing or fueling but has been laid up because of an operation on his back.

Lloyd Haugen is the maintenance engineer whose responsibility is keeping the machinery in good operating

condition. This job is handled by Theodore Sanger on the night shift. Laurence Ryerson keeps up the repair and maintenance of the steam installations in the sawmill and also the sprinkler system for fire protection. He is assisted by Marvin Peterson. Wayne Carter is the electrician who rewinds and repairs motors from various departments. Steve Elko is the electrician for the planing mill and Russell Zundell is the night electrician for the barker, sawmill and other departments.

Tom Young and Carl Cook work at maintenance and also on fire protection in the yard and other areas. Night watchman is Guy West and afternoon and early evening watchman is Loran- zel Webster with August Colton relieving these men and also doing other jobs.

An average day for this plant is 2,500,000 pounds of steam and 64,000 kilowatts of electricity. So far this year the plant has made and distributed over 396 million pounds of steam and 8,442,000 kilowatts of electricity. In May of this year the plywood plant used 29,451,000 pounds of steam and 787,000 kilowatts of electricity, the sawmill used 10,382,500 pounds of steam and 144,000 kilowatts of electricity and the dry kiln used 9,738,600 pounds of steam and 89,311 kilowatts of electricity. The planing mill used 227,800 kilowatts of electricity and other departments used the balance of the production.



Your Credit Union

The operation of the Medco Employees Credit Union rests entirely within the hands of the employees themselves. Ralph Merton, President of Medco Credit Union, said it should be made very clear that the Credit Union is in no way affiliated with any labor union and that membership in the Credit Union does not obligate any employee for responsibility of a labor union or its activities. He said it is regrettable that so many employees are under the impression that the Credit Union is a part of a labor union.

A Credit Union is operated by any group who wish to save their money and lend it at a reasonable interest rate to other members. At present there are Credit Unions established by Jackson County Teachers, The Rogue Credit Union made up of city, state and county employees and the Crater Credit Union sponsored by the Olson-Lawyer Lumber Co. A Credit Union can be established by a church, fraternal order, employee group or any other group of people who are closely associated for some reason.

Medco provides an office for the Medco Credit Union and other assistance needed such as payroll deduction to help members save. You can get additional information by contacting any of the many Credit Union members.

Son Recovering

Little Roger Hein, son of Don Hein, in the plywood plant is recovering from a serious injury suffered when he was struck by a car last month. His well-wishers in the plywood plant have given him a new cowboy suit to hasten his recovery and get him back to chasing Indians and buffalo this summer. Good luck, Roger.

* * *

Amos Cox suffered an injury recently when a huge splinter was lodged in his hand. It was feared for a while it would require surgery but a doctor was able to remove it without complications.



The Gold Hill School visits the Medco plant and then relax on the front lawn before returning to their school in the bus.

